

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the May 18, 2005 Meeting

DATE: May 13, 2005

1. LOCAL FUNDING OPTIONS FOR REGIONAL TRANSPORTATION

Attached is a report prepared by Arthur Bauer and Associates in December 2002. The objectives of this report were:

1. Understand the funding levels and commitments of existing transportation funds that are available in the county.
2. Determine the current funding gap between available revenue and the cost of the prioritized capital projects contained in the Regional Transportation Mitigation Fee (RTMF) Program and the Regional Transportation Plan (RTP).
3. Explore the trade-offs between new potential local revenue sources and their ability to accelerate funding resources and thereby bridge the funding gap.
4. Provide strategic funding options and recommendations.

Within two months after the completion of this report, the State of California began to experience the current and ongoing crisis in transportation funding. Attached to this report are three sets of tables that have been updated from the original Arthur Bauer report. The first set, Tables 1 and 2, reflect current construction cost estimates and new regional projects. These two tables indicate that the total cost of the selected capital improvements exceeds \$40 million dollars, and the revenue funding gap has grown since 2002 to over \$20.4 million dollars.

The second set of tables, Tables 4.1-4.3, have been modified to reflect the actual receipt of annual RTMF revenues between 2002 and 2004. Also the estimated interest on income has been reduced to reflect the experience over the past three years. One set of tables assumes that the RTMF program remains at its current level, while the second reflects a proposed increase of RTMF based on the inclusion of new projects into the program in 2005. In both cases it is clear that from the information presented in Scenario 1, RTMF revenues alone will not close the identified funding gap, even if increased to the proposed level. Scenario 2 indicates that a Community Facilities District (Mello-Roos) would increase revenues, but would still leave a significant unfunded amount. Scenario 3 shows that with a 1/4 cent county-wide sales tax the entire revenue gap could be closed. This scenario also assumes that 50% of the sales tax revenues would be utilized for projects outside of the Grass Valley area and for other uses such as maintenance.

2. GRASS VALLEY CORRIDOR IMPROVEMENT PROJECT (GVCIP)

This project includes the signalization of the Idaho-Maryland/East Main intersection and operational improvements at the Idaho-Maryland/East Main onramp and Bennett Street offramp along the Golden Center Freeway. Refinements to the signal design for the Idaho-Maryland/East Main intersection and the associated traffic analyses are underway. Environmental work on the project has begun.

Caltrans District 3 has indicated there may be an opportunity to include this project in the 2006 update of the Caltrans State Highway Operations and Protection Program (SHOPP). I am working with Brenda Schimpf of Caltrans District 3 to identify the process that will be necessary to amend this project into the SHOPP. Upon completion of that exercise, we will be discussing state/local cost shares. Preliminary discussions on cost shares have indicated that if the project is brought into the SHOPP, Caltrans may contribute between 50-75% of the cost. Our goal is to complete a Caltrans PSR prior to August 2005 so that the PSR can be the basis for the project's acceptance into the SHOPP. During the May NCTC meeting, Beckett Engineering, Inc. will provide an overview of the GVCIP.

3. CRESTVIEW INTERSECTION/INTERCHANGE PROJECT REPORT

On May 2nd, Caltrans approved a report prepared by Mark Thomas and Company, Inc. which identifies the location for a proposed future interchange. On the basis of this approval, we can now proceed to identify the appropriate location and configuration of the proposed interim at-grade intersection. Caltrans approval of the interchange location is very important to local citizens as it identifies potential impacts to homes in the area. The Project Development Team (PDT) has tentatively scheduled a public workshop for July 11th to communicate the status of the project.

I will give a PowerPoint presentation on this project at the May 18th NCTC meeting.

4. ANNUAL FISCAL AND COMPLIANCE AUDITS

Three consulting firms responded to NCTC's Request for Proposal (mailed out in January 2005) to perform fiscal and compliance audits for 2004/05, 2005/06, and 2006/07. Members from NCTC staff and from the City of Grass Valley, Nevada City, and the Town of Truckee participated in the review and scoring of the proposals. Based on the highest total points received, the firm Bartig, Basler, and Ray, CPA, Inc. (BB&R) was selected to conduct the audits for the next three fiscal years.

attachments